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Analytical Focus

- World Merchant Fleet
- World Tanker Market
- World Bulk Carrier Market
- World Container and General Cargo Shipping
- World Merchant Fleet by Ownership Patterns
- **World Passenger and Cruise Shipping / ISL Cruise Fleet Register**
- World Shipbuilding and Shipbuilders
- Major Shipping Nations
- World Seaborne Trade and World Port Traffic

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ISL Comment

Editorial Team: Arnulf Hader, Reinhard Monden, Dieter Stockmann

WORLD PASSENGER AND PASSENGER/RO-RO CARGO FLEET AND THE ISL CRUISE FLEET REGISTER 2015/2016

COMMENT - SUMMARY TABLES

COMMENT - FIGURES

World passenger and passenger/Ro-Ro cargo fleet

The ISL "total passenger" fleet (ships of 300 gt and over) regroups very different segments such as cruise shipping, pure passenger ships/ferries, ro-pax units (car ferries) and conventional cargo/passenger ships. *Table 1* indicates the composition of the total passenger fleet at the start of 2016. Besides 1,675 "pure" passenger/cruise vessels, this fleet segment also comprises 2,641 passenger/ro-ro cargo ships (including ro-pax car ferries and conventional passenger/cargo ships). In terms of tonnage, the cruise vessels accounted for half of the gt capacity, whereas by number, ro-pax/car ferries (56 %) and pure passenger ferries (30 %) dominate.

The importance of the cruise ship sector increases each year. Even though only six to eight cruise ships were delivered worldwide per year, the share of total additions in terms of gt was around two thirds of the total passenger fleet during the years 2012-2015. Still, growth is not limited to the cruise market. The passenger ferry and car ferry fleets are also growing considerably. The conventional cargo/passenger fleet remains niche market with a gt share of only 1.4 per cent in early 2016. The most recent figures for 2016 show that both cruise ship deliveries and cruise ship ordering gained impetus again.

Cruise fleet development: from record to record

The world oceangoing cruise fleet as it is recorded by the ISL since about 40 years will surpass the number of 300 vessels in late 2016. There have never been so many cruise ships on the market before. Only a few of them are currently idle and a few more are only seasonally in service, but most of them offer cruises year-round. However, by the number of ships the fleet only doubled over the last 30 years, while the tonnage grew nearly tenfold. In the mid-1980s, the total grt tonnage was about 2.2 million and today it is close to 20 million gt. The third key figure, the number of lower beds, grew fivefold to 499,000 in August 2016 which means the round number of 500,000 beds will be reached by next year.

The fleet could only grow so fast since last summer because the number of additions strongly surpasses the number of deletions for the first time since several years. Due to the heavy demand for cruises, only five ships with 86,000 gt and 3,200 beds were drawn from the market. One small ship went into the ferry business, another one to coastal cruising with reduced capacity. The AEGAEN PARADISE became a casino vessel in Hong Kong, the ISLAND ESCAPE of Thomson Cruises is currently used as accommodation for refugees in Sweden and the 1972 built OCEAN DREAM, which was laid up and abandoned off Thailand, capsized. She started her career as one of the first modern cruise ships under the name SPIRIT OF LONDON.

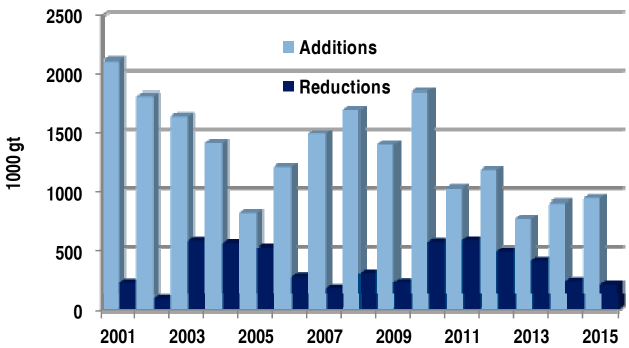
On the other side 14 ships joined the ocean cruise fleet, thereof 10 newly built ones. The biggest one is the

Tab. 1: **World passenger/cruise and passenger/ro-ro cargo fleet by type as of January 1st, 2012, 2015 and 2016**

Ship type	2012 No	2012 1000 gt	2015 No	2015 1000 gt	2016 No	2016 1000 gt	Average gt 2012	Average gt 2016
Cruise vessels	361	16784	355	18313	385	18939	46493	49192
Pure Passenger Ferries	1179	1135	1227	1175	1290	1255	963	973
RoPax (Car Ferries)	2329	16413	2411	16610	2430	16651	7047	6852
Convent. Cargo Passenger (a)	84	439	73	391	211	529	5231	2508
Total	**3953**	**34772**	**4066**	**36489**	**4316**	**37374**	**8796**	**8659**

Tonnage in mill. (a) Re classification for 124 former general cargo ships (Jan 2015) to conventional Cargo/passenger ships (Jan 2016)

Fig. 1: **World passenger/cruise and passenger/ro-ro cargo fleet additions and reductions 2001 - 2015 (in 1000 gt)**



Tab. 2: **World passenger and passenger/ro-ro cargo fleet – tonnage additions 2011 – 2015 (tonnage in 1000)**

Ship type	2011 No	2011 gt	2012 No	2012 gt	2013 No	2013 gt	2014 No	2014 gt	2015 No	2015 gt
Cruise vessels	6	533	8	776	6	553	6	694	6	636
Pure Passenger Ferries	22	13	21	16	12	8	19	18	25	22
RoPax (Car Ferries)	63	489	50	403	38	210	48	211	41	267
Convent. Cargo Passenger Ships	6	13	3	5	4	9	11	22	3	18
Total	**97**	**1049**	**82**	**1199**	**60**	**780**	**84**	**945**	**75**	**944**

Tab. 3: **World passenger and passenger/ro-ro cargo fleet-new orders 2011 - 2015 (tonnage in 1000)**

Ship type		2011	2012	2013	2014	2015
Cruise vessels	No	8	8	11	16	11
	gt	848	990	613	2011	1265
Pure Passenger	No	9	17	22	6	1
Ferries	gt	8	16	61	6	2
RoPax (Car	No	27	32	54	29	28
Ferries)	gt	87	126	375	330	327
Convent Cargo	No	2	4	1	1	0
Passenger Ships	gt	12	13	0	1	0
Total	**No**	**46**	**61**	**88**	**52**	**40**
	gt	**955**	**1145**	**1049**	**2348**	**1595**
	cgt	**1095**	**1302**	**1356**	**2430**	**1604**

Statistical details of "World passenger fleet"

HARMONY OF THE SEAS from STX France, with 226,963 gt and 5,494 lower beds the largest passenger vessel ever. She was ordered by Royal Caribbean Cruise Lines like the second largest ship in 2016, the OVATION OF THE SEAS which measures 168,666 gt, has 4,180 lower beds and comes from Meyer Papenburg. Further big ships beyond 100,000 gt are GENTING DREAM from Papenburg, CARNIVAL VISTA from Fincantieri and AIDAprima from Mitsubishi. The new vessels MEIN SCHIFF 5 and KONINGSDAM both have roughly 99,000 gt. The fleet of newbuildings is completed by three premium and luxury class ships, the 55,254 gt SEVEN SEAS EXPLORER, VIKING SEA (the second for Viking Ocean Cruises) and SEABOURN ENCORE (the first of a new class for Carnival's upper class brand). In addition, two Hurtigruten ships entered the cruise market: One of their liner vessels is actually used for Polar cruises and a former Portuguese ferry was converted to the cruise vessel SPITSBERGEN. Finally the formerly German DELPHIN returns from use as an accommodation vessel in a Croatian shipyard to active cruising. The Turkish operator Etstur has chartered her for the summer season.

Similar to 2016, the shipyards are planned to deliver ten new ships in 2017, thereof six above 100,000 gt. Besides some known designs, the new types of MSC Cruises will make their first appearance. The ship size increase does not come to a halt yet. When the first unit of the 225,000 gt OASIS class came on the market in 2009, there was a gap of 71,000 gt to the second largest FREEDOM class. While ships larger than the OASIS class are not yet contracted, the gap is filling up. NCL and Royal Caribbean have already vessels of 160,000+ gt in service and the next type AIDA and Costa have ordered measures 180,000 gt. Star Cruises has ordered two 201,000 gt giants and MSC has options for similar sizes.

Beyond 2017, there are new interesting contracts. An Australian river cruise operator has surprised with a contract in Croatia for a 16,500 gt yacht-like, 1A-super ice-strengthened five-star expedition vessel for 228 guests, to be delivered 2018. The Norwegian offshore shipbuilder VARD, part-owned by Fincantieri, received an order for four expedition ships from the French company Ponant, which will nearly double their fleet. The current order book already reaches into the next decade. Disney Cruises expects their next pair of cruise vessels from Meyer in 2021 and 2023 and the planning of MSC extends into the year 2026.

Cruise operators preparing for further growth

The big US operators go on to commission their new ships without providing any spectacular news. The Royal Caribbean group has "only" ordered a fifth QUANTUM class unit from Meyer and two further newbuilds from STX France for their Celebrity brand. The first two letters of intent of the series were confirmed. Norwegian Cruise Lines ordered one more luxury vessel for the Seven Seas brand. Within the Carnival group, the AIDA and Costa daughters are most active, but have announced their orders

Fig. 2: World passenger/cruise and passenger/ro-ro cargo fleet by year of build as of January 1st, 2016

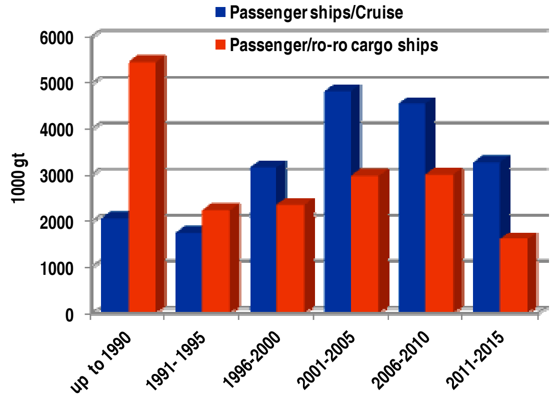
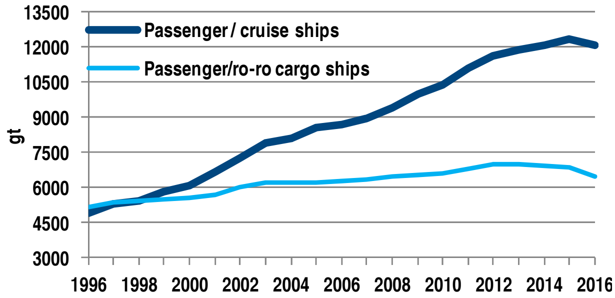


Fig. 3: World passenger and passenger/ro-ro cargo fleet –average size development as of January 1st, 1995-2016 (average gt)



Tab. 4: Merchant ships on order by areas of build of January 1st, 2016 *(gt-share)*

	Area of build				
Ship type	Europe	Asia	America	others	Total
Tankers	2.2	95.3	2.5	-	100.0
Bulk Carriers	0.7	99.2	0.2	-	100.0
Container Ships	0.7	98.8	0.5	-	100.0
Gen. Cargo Ships	5.1	93.8	0.8	0.3	100.0
Cruise Vessels	**93.7**	**6.2**	**0.1**	**0.0**	**100.0**
Ferries	**34.8**	**59.9**	**3.8**	**1.5**	**100.0**
Total	**3.8**	**95.0**	**1.2**	**0.0**	**100.0**

Sources:

If not otherwise mentioned, the source for tables and figures concerning the world merchant fleet, special ship type features and orderbook information is **"ISL based on Clarkson Research Services"**, please quote accordingly. All fleet information provided in *chapter 2* is based originally on the ISL, namely the **ISL Cruise Fleet Register 2014/2015**.

The compensated gross tons (cgt) concept:

It was first devised by shipbuilder associations, and adopted by the OECD Council Working Party on Shipbuilding (WP6), in the 1970s to provide a more accurate measure of shipyard activity than could be achieved by the usual gross ton (gt) and deadweight ton (dwt) measures. The compensated gross tons (cgt) is calculated by multiplying the tonnage of a ship by a coefficient, which is determined according to type and size for a particular ship. Cgt is used as an indicator of the volume of work that is necessary to build a given ship.

The ISL Cruise Fleet Register - Definitions:

Entries are based on Information up to August 2015.
Included are all seagoing passenger vessels with 100 or more berths year-round or temporary engaged in cruising. Not included are cargo vessels on cargo liner services, car ferries and passenger ferries on ferry services and private yachts.
Some modern ships in lay-up are included. This is caused by temporary capacity reductions and difficulties of owners or operators whose ships will, probably, come back to service. Old ships in permanent lay-up are excluded. A few vessels making short cruises were excluded, because they are in fact floating casinos making trips of less than one night.

already last year. So it is the Asian and European companies which attracted attention recently.

The Genting Group has excited more than others during the last 12 months. They might have been surprised themselves by the new opportunities they acquired with the four German shipyards. First they announced four new river cruise ships of highest comfort for cruises in Germany and France from 2017. Now they have postponed the French plans to intensify the start on German rivers. Having acquired the first shipyard, they announced the construction of three 100,000 gt vessels for 1,000 passengers with 1,000 crew. When they finally signed the contracts, the bundle included six river vessels, only one 100,000 gt and one 25,000 gt expedition ship for Crystal cruises and two 201,000 gt giants for Star Cruises. And this should only be the beginning. Yacht cruises and even air cruises are further new branches.

Mediterranean Shipping Company has built up a fleet of 12 modern vessels until 2013 before making a halt in investments. Last year they returned to the order book with seven ships (four confirmed and three options). Four were to be built by STX France and three by Fincantieri. Whereas none of the seven is actually in service (the first one comes in 2017), MSC increased the order book. Two STX vessels will be finished as planned and the two options were confirmed with new, somewhat larger parameters. But this is not enough: MSC signed options for four more vessels of around 200,000 gt each to be delivered between 2022 and 2026. The yard is for sale and this commitment increases its value.

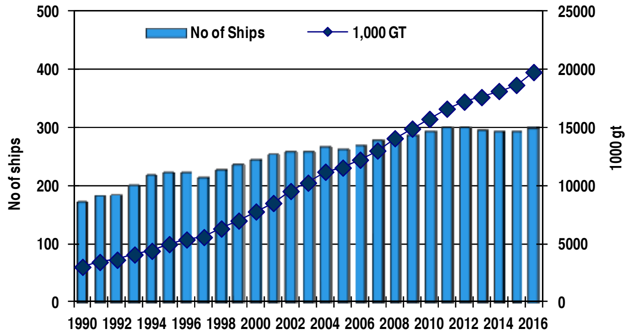
The German fleet increases like never before. AIDA could finally commission the AIDAprima with 3,250 beds and TUI Cruises the MEIN SCHIFF 5 with 2,500 beds. The same increase is expected next year, but 2018 the net additions will be close to zero. AIDA expects further ships not before 2019/20 and TUI Cruises will transfer older ships to Thomson Cruises when further newbuildings arrive. Hapag-Lloyd has announced a new expedition ship which will replace the HANSEATIC in 2018. They have not yet published more news. The Hamburg based company celebrates the 125th anniversary of the first HAPAG pleasure cruise. This occasion is used to change the name from Hapag-Lloyd Kreuzfahrten to Hapag-Lloyd Cruises and incorporating the year 1891 into the logo.

The Asian cruise market is taking off

Much was already written about the rapidly growing Chinese cruise market. According to the latest CLIA report of August 2016, recent growth has been faster than expected, but other sources report that the prices have fallen considerably. This will not enhance profitability but, probably, further growth.

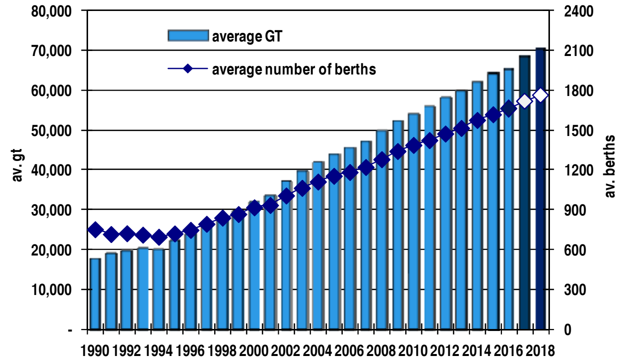
CLIA concludes that there are no signs of slowing down. Asian source markets experienced an increase of 24 % from 2014 to 2015 and a total of 2.08 million passengers in 2015. In mainland China, the numbers rose from 703,000 to 986,000 trips, i.e. plus 40 % in one year. In 2016, the

Fig. 4: World active cruise fleet as of July 1st, 1990 – 2015 (No of ships and gt)



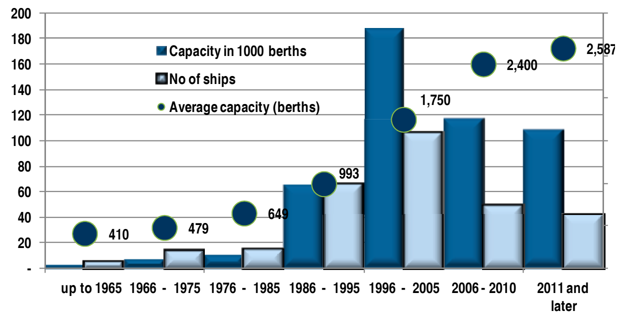
Source: ISL Cruise Fleet Register 2016; ships of 1000 gt and over

Fig. 5: Average ship size and average number of beds of the active cruise fleet as of July 1st, 1990 – 2016 and forecast up to 2018



Source: ISL Cruise Fleet Register 2016; ships of 1000 gt and over

Fig. 6: Age of the cruise fleet by number of ships and capacity as of mid 2016



Source: ISL Cruise Fleet Register 2016; ships of 1000 gt and over

Statistical details " ISL Cruise Fleet Register"

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- Fleet development 1988 - 2014 p. 29
- By year of build p. 30
- By registered flags 2013 and 2014 p. 30
- By major flags 1995, 2000, 2010 - 2014 p. 30
- By countries of control 2014 p. 30

Statistical details "Future tonnage developments"

- Cruise vessels on order for delivery in 2014 and later p. 27

SSMR Guide to relevant market information:

- Fast Ferry International Ltd: Fast Ferry International
- Ferry Information: Ferry compass
- Informa Publishing Group: Cruise International
- The Passenger Shipping Association: http://www.the-psa.co.uk
- Cruise Lines International Association, Inc.: http://www.cruising.org
- IMO: http://www.imo.org

capacity in Asia is growing by 51 %. The most important destination in 2016 is Japan with 1,526 port calls, followed by China (850), South Korea, Vietnam, Malaysia and Singapore.

The major international acting companies have learned that the newest ships are just good enough for the demanding Chinese market. Royal Caribbean is customizing the OVATION OF THE SEAS before her first navigation in China, Norwegian Cruise Lines the NORWEGIAN JOY, Princess Cruise the MAJESTIC PRINCESS and MSC the just lengthened and modified MSC LIRICA. Customizing for the Chinese means e.g. other food, casinos, special entertainment, shopping malls for luxury goods and sun protection over the sun decks.

One of the few companies with Asian origin is the Genting Group. Initially their interest in cruises was limited to Star Cruises in Southeast Asia and part-ownership of Norwegian Cruise Line. This structure changed fundamentally: Genting sold the shares in NCL, which now forms a group with Oceania Cruises and Seven Seas Cruises. Instead Genting bought Crystal Cruises with their two ships. Moreover, they decided to offer river cruises in Europe, bought one ship and ordered six more. The first river cruise started in July 2016 on the Danube. For two ships already on order at Meyer Werft, Genting created the new brand Dream Cruises in Asia. Further new ships were ordered from the newly bought MV Werften (see below). The project to rehabilitate the famous US Liner UNITED STATES is stopped; it would be too expensive.

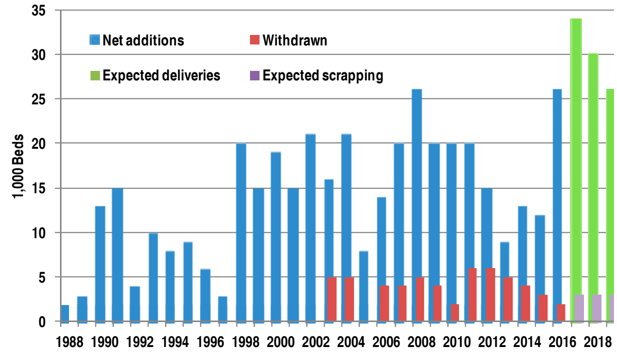
While foreign companies have broad access to the Chinese market, the national consortium Sanya International Cruise Development formed by COSCO Shipping, China National Travel Service (HK) Group and China Communications Construction has now announced to build up a fleet of up to eight cruise vessels for the South China Sea over the next five years. The first one should go into operation this summer. Sanya will also build four docks in the province of Hainan and Hotels on the Crescent Islands.

A perfect working industry needs a sufficient infrastructure. Therefore, Huarun Dadong Dockyard reached an agreement with Fincantieri about cooperation in repair and refitting of cruise ships in China.

Ship builders: and suddenly there is one more

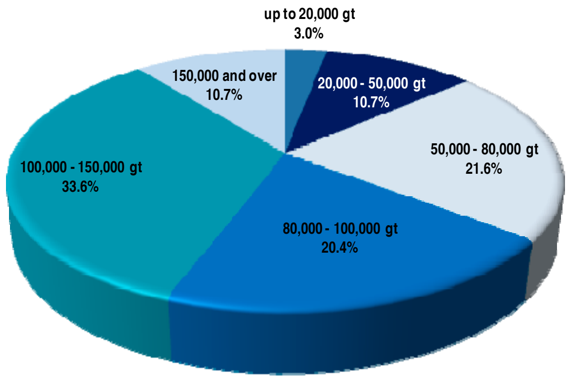
For some years there were only a handful of shipyards able to construct large cruise vessels. Since Meyer Werft of Papenburg acquired the Finnish part of the STX Group, the Meyer Group has about the same size as the Italian Fincantieri. One group has the larger tonnage on order, the other one the larger number of ships. The third big shipyard is the French part of the STX group, the former Chantiers de l'Atlantique. The Asian ship builders dominate cargo ship building but not the making of cruise ships. In Japan, Mitsubishi has delivered the AIDAprima with a considerable delay. Since also the sister vessel AIDAperla will come later than expected and the yard

Fig. 7: Yearly additions and deletions of cruise ships



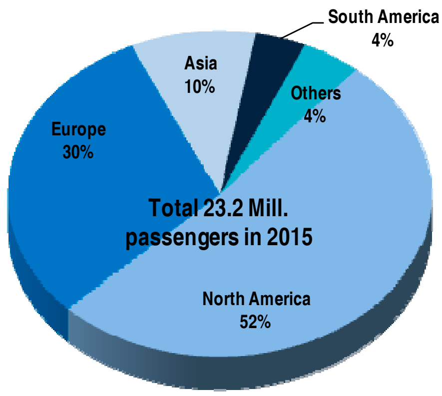
Source: ISL Cruise Fleet Register 2016; ships of 1000 gt and over

Fig. 8: World cruise fleet by size class as of mid 2016 (gt % share)



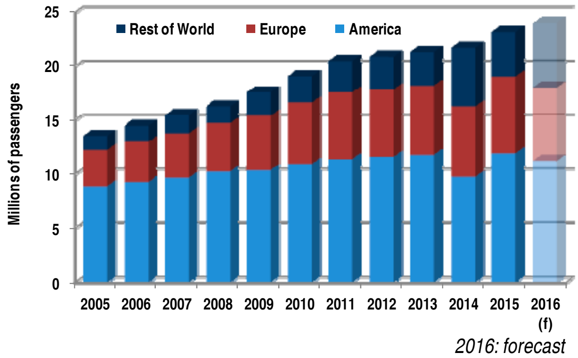
Source: ISL Cruise Fleet Register 2016; ships of 1000 gt and over

Fig. 9: Global demand for cruise shipping in 2015 (per cent-share of total passengers)



ISL 2015, based on CLIA and other trade sources

Fig.10: CLIA Passenger Carryings 2005 – 2015 and estimation, for 2016



ISL 2015, based on CLIA and other trade sources suffers big losses, they will stop cruise ship building. In Korea, the STX group is trying to get rid of the European shipyards. China is not yet able to create such ships, but will be so soon.

In the meantime, the Malaysian Genting Group decided to step into the arena. Genting is the owner of Star Cruises which offer cruises from Hong Kong, Singapore and other South East Asian places. When they bought Crystal Cruises from the N.Y.K. Group and looked for a shipyard to expand their fleets, they learned that the order books of the few shipyards are full. So they bought the German Lloyd Werft which has much experience in cruise ship conversion and fitting out of cascos. The construction of cascos would also be possible in yards without cruise ship experience.

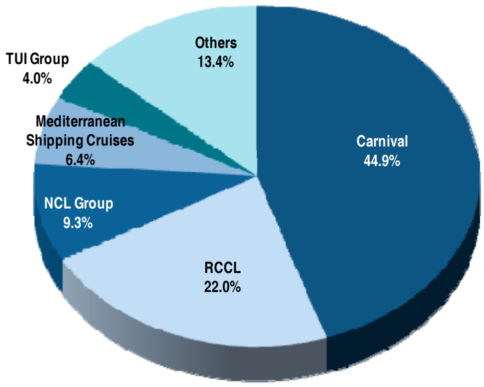
A few months later, Genting reported the next coup. For 231 million Euro they bought three complete shipyards with large docks and halls in Eastern Germany and formed the Lloyd Werft Group. Why these yards? They have already built three smaller cruise ships and one hull to be fitted out by Lloyd Werft. During the latest shipping boom they built container vessels for several years. After the boom, a Russian investor bought the yards and had some success with platforms for offshore wind parks and Arctic vessels for the Russians. However, investment in wind parks was reduced and the trade embargo stopped ship exports to Russia. The three shipyards had empty order books and Genting saved them from closure. Formerly, the yards had been important exporters of the German Democratic Republic, lost their clientele after the end of the GDR and were modernized in the 1990s. They changed their owners several times.

For the coastal region of Eastern Germany these shipyards have been the most important employers for several decades. Therefore, the latest orders are really good news for the region. They include contracts for two giants of 201,000 gt for 5,000 passengers each, for which the longest shipbuilding hall is to be lengthened. All together ten orders were signed for the first batches of river and ocean ships. Later on several big ships per year are to be delivered. The latest news are disappointing for the Lloyd Werft in Bremerhaven because new construction will completely take place in Stralsund, Wismar and Rostock-Warnemünde, and Bremerhaven remains a place only for repair and conversion and megayacht construction. Even if deliveries will start in 2017 with small ships and the big ones will hardly come before 2020, the sudden creation of the third big cruise ship builder seems to take shape.

Steady growth in the ferry market continues

The ferry market comprises a rather diversified group of subtypes. Besides the pure passenger ferries and pure ro-ro ferries, "ro-pax car ferries" are able to transport passengers, cargo and vehicles (cargo and passenger), usually on short-sea routes. The ro-pax fleet includes subgroups such as high speed craft (catamaran), and night and day ferries.

Fig. 11: Market shares of the major cruise shipping companies in 2016 (berths per cent-share)

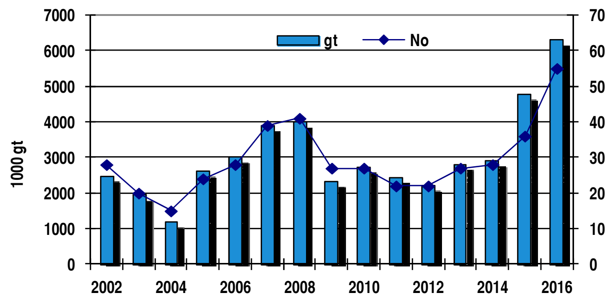


Source: ISL Cruise Fleet Register 2016; ships of 1000 gt and over

Tab. 5: The 15 top-ranking cruise shipping companies 2016

OWNER/OPERATOR	Country	No	1000 gt	berths	average 1000 gt	gt-% share	average age
Carnival	USA	102	8754	224115	86	44.3	12.9
RCCL	USA	40	4480	109615	112	22.7	13.6
NCL Group	USA	24	1909	46592	80	9.7	11.0
MSC	Switzerland	12	1189	31756	99	6.0	9.1
TUI Group	Germany	15	784	19930	52	4.0	19.1
Genting Group	Malaysia	8	530	13075	66	2.7	19.0
Disney Cruise Line	USA	4	426	8520	107	2.2	11.3
Silversea Cruises	Italy	8	142	2268	18	0.7	20.1
Fred Olsen Cruise Lines	Norway	4	125	3785	31	0.6	34.5
Phoenix Reisen	Germany	4	124	3154	31	0.6	29.5
Louis Group	Cyprus	4	98	3940	25	0.5	32.5
Viking Ocean Cruises	Norway	2	96	1874	48	0.5	0.5
Cruise & Maritime Voyag	UK	3	84	2650	28	0.4	50.0
SkySea Cruise Line	China	1	72	1778	72	0.4	21.0
Windstar Cruises	UK	6	56	1234	9	0.3	27.2
Others		64	889	24766	14	4.5	26.3
TOTAL		**301**	**19759**	**499052**	**66**	**100.0**	**17.5**

Fig. 12: Cruise ships order book development 2002 – 2016 (up to July, No of ships and 1000 gt)



The last 10 years have seen a steady, moderate growth in the ro-pax/car ferry fleet, with particularly strong growth in passenger numbers. The total number of ro-pax ferries worldwide at the start of 2016 was 2,430, with a combined capacity of 1.3 million passengers and 928,000 lane meters of commercial vehicles, the combined gross tonnage was 16.6 million and the average age of the fleet was 24.4 years.

A total of 41 ro-pax units, about 267,000 gt, were delivered in 2015. Both, lane meter and passenger capacities were higher than in the previous year.

Table 7 indicates the composition of the ro-pax ferry fleet. Besides 1,914 ro-pax car ferries, this fleet segment also comprises 374 ro-ro freight /passenger ships, 60 fast passenger/car ferries and 74 fast passenger/car catamarans. The top ten ferry operators control about 25 % of the global capacity, the biggest player, Stena Line, alone controls 5 % in terms of gross tons.

Unlike in cruise shipbuilding, European yards (excluding Turkey) are far from being in the lead in ferry shipbuilding. In terms of capacity, European shipbuilders account for 35 % of the global ro-pax order book (18 vessels of a combined 251,000 gt). The majority of ro-pax ferries will be built on yards in Asia (gt-share of 60%, see *Table 4*).

In the ferry shipbuilding, a number of different smaller yards are active. Currently 65 ro-pax ferries are being built on 30 yards, on average 2 ships per yard. The leading ship yards are the Chinese Shandong Huanghai (5 vessels, 117,000 gt), Remontova in Poland (5 vessels, 41,000 gt), and three Japanese yards, each with 4 units on order.

In the ferry market, operators or ship owners often favour local or national yards. For example, all 14 ferries currently being built on Japanese yards were ordered by Japanese owners. Today, most of the ro-pax ferries on order are for the Asian market (25 units) and for European owners (23 units).

Worldwide, new ro-pax orders in 2015 amounted to 28 ships with 327,000 gt (18,000 passengers), the same level as one year before (29 units, 330,000 gt). At the beginning of 2016, the order book comprised 65 ro-pax units with 718,000 gt (42,000 passengers). The average size for vessels under construction was about 11,000 gt, against 6,800 gt in the current fleet. Noteworthy is the largest vessel on order, an LNG ro-pax ferry of 49,000 gt (2,800 passengers), ordered by Tallink, built by Meyer/Turku.

Latest figures show a strong increase in new orders. During the first six months of 2016, 19 units of a combined 300,000 gt (12,000 passengers) have been reported contracted, almost as much capacity as in the entire previous year. During the same period, only 7 ro-pax car ferries left the order book after completion.

Tab. 6: **Cruise ships on order as of August 1st, 2003 - 2016**

Year	No	1000 gt	gt %-change over prev. year	av. gt-size	berths	av. berths
2002	28	2454	-31.7	87629	54074	1931
2003	20	1937	-21.1	96850	41840	2092
2004	15	1171	-39.5	78067	30720	2048
2005	**24**	2587	120.9	107771	66390	2766
2006	28	2984	15.4	106561	77210	2758
2007	39	3887	30.3	99659	97133	2491
2008	41	4001	2.9	97585	98154	2394
2009	27	2304	-42.4	85348	56198	2081
2010	27	2707	17.5	100245	68582	2540
2011	22	2431	-10.2	110514	63198	2873
2012	22	2189	-10.0	99486	56444	2566
2013	27	2787	27.3	103204	64612	2393
2014	31	3871	38.9	124876	96678	3119
2015	36	4737	22.4	131575	120970	3360
2016	57	6291	32.8	110368	157360	2761

Source: ISL Cruise Fleet Register 2016; ships of 1000 gt and over

Tab. 7: **World Ro-Pax fleet by sub types as of January 1st, 2016**

Sub type	No	1000 gt	average size (gt)	Passenger capacity	average Passengers	Lane m (Trucks)
Passenger/Car Ferries	1914	13244	6919	1194	624	
Fast Passenger/ Car Catamaran	74	339	4582	49	656	
Fast Pass./Car Ferries	60	713	11884	68	1128	
Passenger/ Car Catamaran Vessel	8	16	1986	4	446	
Ro-Ro Freight / Passenger Ships	374	2339	6254			199799
Total	**2430**	**16651**	**6852**	**1314**	**541**	

Statistical details " ISL Cruise Fleet Register"

- Cruise fleet key figures p. 27
- Fleet development 1988 - 2016 p. 27
- By year of build p. 28
- By registered flags 2013 and 2014 p. 28
- By major flags 1995, 2000, 2010 - 2014 p. 28
- By countries of control 2014 p. 28

Statistical details "Future tonnage developments"

- Cruise vessels on order for delivery in 2014 and later p. 25

SSMR Guide to relevant market information:

- Fast Ferry International Ltd: Fast Ferry International
- Ferry Information: Ferry compass
- Informa Publishing Group: Cruise International
- The Passenger Shipping Association: http://www.the-psa.co.uk
- Cruise Lines International Association, Inc.: http://www.cruising.org
- IMO: http://www.imo.org

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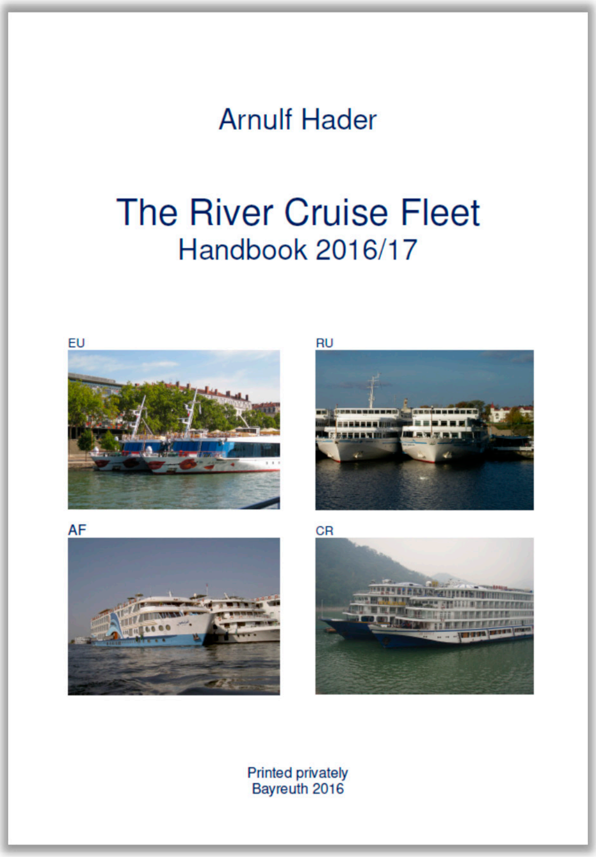

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MS EDELWEISS at Nuernberg Cruise Terminal, August 2016, Photo: A. Hader

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